services agreements/negotiations concluded during the last one year including additional capacity agreed to are as under :—

Country		Additional capacity to either side
Kenya	—	2120 seats
Sri Lanka	—	600 seats
Saudi Arabia	—	3 frequencies (900 seats approx.)
South Korea	—	2 Frequencies (800 seats approx.)
Malaysia	—	3100 seats in phased manner
Turkey	—	900 seats
Italy	—	7 frequencies
Gulf States	—	607 seats
Dubai	—	500 seats
Thailand	—	5795 seats in phased manner
Ukraine	—	250 seats
Slovakia	—	750 seats

(c) and (d) Though Air India and Indian Airlines are constrained by their fleet availability, they are in the process of finalising their fleet expansion plans. In the mean time Air India has taken 9 A310-300 aircraft and 1 B747-400 aircraft on dry lease and endeavouring to utilise increased bilaterals fully. Whenever there are imbalances in operations, foreign airlines need to have commercial arrangements with Air India/Indian Airlines to ensure reciprocity and balance of advantage to Indian side.

National Transportation and Safety Board

2867. SHRI VIJAY J. DARDA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government propose to constitute a National Transportation and Safety Board with a view to having an effective control over both the airlines and the Railway safety, as the existing system of having Railway safety organisation under Minsitry of Civil Aviation has not proved effective; and

(b) if so, whether such modalities would be evolved which would also ensure credibility of the entire process of safety and accountability of the major forms of public transport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY): (a) No, Sir. At present no such proposal is under consideration of the Ministry of Civil Aviation.

(b) Does not arise.

Criteria for APEX fares

2868. SHRI C. RAMACHANDRAIAH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Indian Airlines offers APEX Fares on certain sectors;

(b) the criteria for selecting routes; and

(c) the reasons for discriminating against Delhi-Visakhapatnam and Hyderabad-Vizag Sector?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY) : (a) Yes, Sir.

(b) and (c) The criteria considered while deciding the sectors for introduction of APEX fares are market considerations such as market size and its potential, capacity deployment, fares offered by the competitors, seasonality etc.

While Apex fares are available on Hyderabad-Visakhapatnam sector, these have not been introduced on Delhi-Visakhapatnam sector, keeping in view the above criteria.

New convention and exhibition centre at Mumbai

2869. SHRI RAJEEV SHUKLA: Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether during the 68th Board meeting of Airports Authority of India, held on 14th July, 2003 it was decided to form a Public Limited Company for setting up of International level Convention and Exhibition Centre at Mumbai Airport: and

(b) if so, the details and the justification thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY) : (a) Yes, Sir.